can either enter the regular queue for an
attraction, or they can obtain an express pass to
use the express queue. The express pass has a
time period during which it is valid. The visitor

5 must present the express pass during the
indicated time period in order to bypass the
queue and be admitted to the attraction.
Obtaining an express pass is achieved by the
visitor presenting an ID of some sort, to a kiosk

10 near the ride. An express pass is issued, bearing
the next available reservation time. No further
express passes will be issued to an ID until the
existing express pass has expired. Thus, a
"first-come, first-served" virtual queue is

15 created, and the visitor can be in only one
virtual queue at a time.

Paragraph 0024, replace with the following new paragraph:

20 --Another disadvantage of systems like Laval and
Mahoney, is that they do not mitigate unequal
demand for various attractions. An extremely
popular attraction may find that its FASTPASS®
reservations for the entire operating day are

25 dispensed within an hour of the facility's
opening. Meanwhile, other attractions may not
exhaust their allotment of reservations.

Paragraph 0037, replace with the following new paragraph:

30

--A system or method is needed that allows an

unfamiliar visitor to receive a near optimal
experience, suited to his (or his party's)
tastes, schedule, needs, and limitations. The
experience should give a proper overview of the
5   facility, so a tourist does not return feeling
that they have missed a key element.

Paragraph 0073, replace with the following new paragraph:

10   --In addition to the above, it is an object of
this invention to accommodate attractions of
various types. This includes specifically located
attractions, such as rides, lookout points,
diffusely located attractions such as a fireworks
15   display or parade, or multiply located
attractions such as shopping or dining. It
includes discretely scheduled attractions, such
as theaters with specific show times,
continuously available attractions (e.g. a
20   fountain), and attractions with limited
availability (e.g. a trail that closes 1/2 hour
before sundown).

Paragraph 0148, replace with the following new paragraph:
25

--Optionally, a pass form 600 may recognize a
sequence of touch operations that an attraction
operator may perform that will expend a displayed
pass for the current event. An example of such a
30   touch operation (not shown) would be drawing a
large circle on touchscreen 140 clockwise, from

the top, while pass form 600 is displayed. This might be followed by three taps in the center of the circle, and another large circle, but drawn counterclockwise from the top. Such a gesture, or

5   other method for entering a security code, many of which are known to the art, would make a mark (not shown) to indicate that the displayed pass has been "spent". Usually this is not necessary, as experiencing an attraction often takes longer

10   than the period for which a pass is valid. Further, upon exiting an attraction there will generally be another event in the itinerary and the party will not have time to re-enter the attraction for a repeat experience.

15

Paragraph 0155, replace with the following new paragraph:

--Alternatively, the party may be supplied with a printed series of pass forms 600, making

20   essentially a customized ticket book, having the same information printed on each paper pass as was displayed on the analogous electronic version (except time-of-day 410). If desired by facility operations, single person passes can be generated

25   for each individual in a party, rather than one multi-person pass for the whole party. To deter fraud and perhaps enable mechanical devices known to the art to control access to the attraction, the authentication code or signature on pass form

30   600 (not shown) may be expressed in printed form as a barcode. This embodiment is particularly

attractive if it closely resembles the attraction
admission media already extant in a facility.
When appropriate to the access control system,
the event data related to the printed pass forms
5   is inserted as records into the access control
databases of the prior art such as Laval, et al.
The authentication codes, on the printed pass
forms expressed as printed barcodes, are also
recorded. By so doing, the printed passes can
10   function as if they were attraction admission
media of the prior art, thereby allowing
admission media of the present invention to
function as, and in parallel with, admission
media of the prior art.
15

Paragraph 0156, replace with the following new paragraph:

--In a similar embodiment, a party is issued an
identification card or, if preferred by the
20   facility operator, a card is issued to each
individual in a party. In the same manner as
above, event data is inserted as records into the
database of the prior art such as Mahoney et al.,
and tied to the cards issued to the party. In
25   this manner, the cards issued to the party
operate as, and in parallel with, attraction
access media of the prior art.

Paragraph 0172, replace with the following new paragraph:
30

--For each attraction, attraction database 1000

includes a theoretical hourly ride capacity
(THRC) or other measure to indicate the capacity
of an attraction to handle visitors. Such
measures are well known in the art, and are
5   commonly expressed as the number of seats in a
ride vehicle times 3600 divided by the dispatch
interval in seconds. For theaters or venues with
specific, scheduled times when the attraction
begins (like a parade or fireworks show), the
10   holding capacity of the attraction venue may be
used. For such attractions, a showtimes field
1024 indicates how many shows are given during
the day. This information is used to allocated
demand evenly when creating itineraries. In
15   another database (not shown), the actual start
times for scheduled attractions are listed. For
those attractions which are continuously running
and which are not scheduled, the showtimes field
1024 contains "c", for continuously running. A
20   zero would indicate that an attraction of either
type is not available today.

Paragraph 0176, replace with the following new paragraph:

25   --Also, if queue delays are known to vary by hour
or by facility attendance, these complexities can
also be included. Rather than finding a simple
number of seconds delay in queue field 1026,
itinerary generation may access a function for
30   the expected queue delay. Such a function may
take as parameters the attraction, access class,

the day's expected attendance, and time-of-day. Since the queue being examined is determined by the attraction and access class, the actual analysis is essentially reduced to the two-variable "attendance and time-of-day produce what queue delay" problem. A function such as this could be built by selecting an appropriate surface to be fitted to empirical data gathered from the attraction. Operators of most facilities have such historical operational data readily available. Further, such a function could access actual, current queue information as it becomes available and whenever an itinerary is revised.

Paragraph 0203, replace with the following new paragraph:

--One way of ensuring that the allocated capacity of an attraction is not exceeded by itineraries generated which include that attraction, is to centrally manage itinerary generation. As the attraction capacity allocated to a visitor class during an interval is approached, a synthetic aversion factor is increased which lowers the desirability of inserting an event into an itinerary having a time in that interval for that attraction. When the capacity for an attraction during a particular interval has been reached, the synthetic aversion factor is such that the attraction is utterly undesirable.

Paragraph 0216, replace with the following new paragraph:

--It will be recognized that other functions, perhaps driven by usage data, attraction capacity, or other accumulated information can be

5   constructed and used to diffuse or moderate demand.

Paragraph 0253, replace with the following new paragraph:

10   --Process 1400 will be recognized by those skilled in the are as a width-first locally-optimized search strategy. It will be obvious to those artists that some of the operations, such as determining the path having the shortest

15   travel time are computationally expensive tasks. Further, it will be observed that the doubly nested loop makes the process presented into an o(n 2) problem. Both of these and other inefficiencies will be considered targets for

20   optimization. It should be noted, however, that for small or moderate sized facilities such as the exemplary facility of map 800, the combinatorial issues are tractable with modern processor speeds. Some of the optimizations

25   discussed in Libby, especially the binning techniques, will be found suitable for application to the itinerary generation process 1400.

30   Paragraph 0260, replace with the following new paragraph: